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Every strain or cold attacks that weak back and nearly prostrates you.



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The BEST TONIC  
Strengthens the Muscles, Strenuous the Nerves, Enriches the Blood, Gives New Vigor.  
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WESTERN, of Toronto, Canada;  
AGRICULTURAL, of Watertown, N. Y.;  
KENTON, of Covington, Ky.;  
BOATMAN'S, of Pittsburgh, Pa.,  
and the world renowned "TRAVELERS" Life and Accident, of Hartford, Conn. These companies have all complied with the law, and are authorized to do business in Kentucky.  
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Office: Station Street, next door to Postoffice.

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## A COAL MINE DISASTER.

MANY WORKMEN PERISH AT RICH HILL, MISSOURI.

Fearful Explosions Follow Each Other, Spreading Death on All Sides—The Scene at the Mouth of the Shaft Beyond Description—List of the Victims.

RICH HILL, Mo., March 31.—About noon Thursday a rumbling noise in coal mine No. 6 was followed by a fearful explosion that entirely wrecked the mine and entombed in the debris a large number of miners.

The little village is completely paralyzed by the horror, and men and women are wandering about the streets crying for the return of those known to be in the bottom of the pit.

After the first explosion, Superintendent Sweeney descended into the mine. He had gone but a short distance when the second shock came, the flames enveloping the superintendent and his aids. Nearly all of these are supposed to be lost.

The superintendent of the mine was badly injured but alive, when taken from the shaft. His face was horribly disfigured by the explosion, and the flesh of his arms was torn in shreds. It is thought that he cannot live.

The mine is 240 feet beneath the surface, and the men were just leaving for the dinner hour. About eighty-five men were employed in the mine, but it is not known how many had gone out. The mine is supplied with two shafts. The south one is used by the men when ascending. Eight men were on this cage, and when about half way up there was a sudden trembling of the earth and a loud deafening report, followed by a general collapse of the shaft and timbers flying in all directions.

Although the mine is six miles from town the explosion shook every house.

Nearly everyone seemed to divine its cause, for the next moment saw the muddy streets leading to the shaft filled with bare-headed women and children, who screamed as they ran. Such scenes as have been witnessed at the mouth of the shaft since 5 o'clock have no parallel in the Missouri coal fields.

A thousand people, for the most part women and children in tattered clothes, are still at the pit filling the air with their lamentations. The work of recovering the bodies is being prosecuted with frantic haste, but the task is so great as to be almost agonizing. The bodies already removed from the pit show the terrible force of the explosion. Coal dust has been blown into the flesh of the dead until they look like the bodies of negroes. Some of the bodies are frightfully mutilated. Arms, legs and eyes have, in some instances, been blown out of their sockets, while others of the unfortunates have been so cruelly disfigured as to be unrecognizable.

The dead are strewn through the corridors of the mine, and it is feared that all of them will never be recovered, as gas is filling the pit and choking the survivors.

There was a series of explosions. The first, which shook the country for miles around, was followed a few moments later by another shock of even greater violence than the first. The flames began to pour from the mouth of the shaft and in a few moments a sheet of fire nearly one hundred feet in height was streaming skyward.

As the night wore on the stories brought to town as to the number of the dead and the living become more conflicting. At midnight it was reported that over eighty lives were lost, and that the bodies recovered from the seething furnace do not exceed fifteen. When it was seen that those imprisoned in the pit could not live in such a crater, the mine was flooded but the water did not extinguish the fire, which continued to burn fiercely. The grief-stricken people at the mine are helpless to render aid, but they refuse to return to their homes.

When the smoke would permit, the rescuers descended into the mine, where a horrible scene was presented. In the tunnels, chambers and passages where the men were at work they were caught like rats and suffocated and burned before any opportunity of escape was offered. The heat was so intense and the coal dust and smoke was so suffocating that several of the rescuers party succumbed, and had to be carried out by their comrades.

The wounded were first taken out, but they were few and many were beyond all hopes of recovery. Many of the dead were stretched out with tools in their grasp, showing that death came swift and sure. The bodies were all warm, and it was hard to distinguish the dead from the unconscious living.

As the dead and dying reached the mouth of the shaft, the scenes were agonizing beyond description. Mothers, wives and children pressed forward to identify their dead. The bodies were carried to a blacksmith shop and messengers were dispatched to Butler, Nevada, and Fort Scott for physicians.

The panic and excitement was so great that it was impossible to ascertain the names or the exact number of the dead. A conservative estimate places the number dead at forty-five. There were still alive a large number in the shaft, and all the victims can not be brought to the surface for some time.

Up to an early hour five miners had been taken out dead and five alive. Most of the latter have suffered intensely from the fire and suffocation, and their recovery is very doubtful.

The following is a list of those known to be dead: Charles Smith, George M. May, C. McPherson, Frank Tallor and Jordan Smith.

The injured are: Joshua Strickle, C. J. Neptune, William Taylor, C. W. Young, R. Mason, Frank Jackson, W. Richards, L. J. Williams, R. Fernando, John Roberts, Arch Marshall, John Lucas and D. C. Jones.

Fifteen men now remain in the mine, being in the west end, and it is believed that most of them will be taken out dead. The work proceeds very slowly, being attended with great danger.

## A Plea of Insanity.

NEW YORK, March 31.—The trial of Pittman for the murder of his daughter Rachel was not concluded to-day, and will proceed Monday. The defense is the plea of insanity.

## THE HERALD AND JAY GOULD.

The Former's Red Hot Editorial Concerning the Latter.

NEW YORK, March 31.—The Herald says editorially: As to Jay Gould's statements concerning the editor and proprietor of the Herald, let this be a reply: It is false that the pre-



"IT'S BLACKMAIL, PURE AND SIMPLE." The editor of the Herald was dropped from the board of directors of the American Cable company. He was never on any board with which Gould had anything to do. It is false that the proprietor of the Herald ever asked precedence over all others on the Corsair's cables, or that Corsair refused contracts with the French Cable company, which the Herald had made on favorable terms. It is perfectly true that during the last fifteen years this ghoulish human form; this satan of the human world of business and finance, has on many occasions attempted to open relations with the proprietor of the Herald. He never yet has succeeded, and he never will.

## CAPTAIN PAUL BOYTON.

The Daring Swimmer Has a Thrilling Experience in Lake Michigan.

CHICAGO, March 31.—Capt. Paul Boyton, the noted swimmer, had an experience in Lake Michigan Tuesday that he thinks he will not forget for some time. The captain has grown heavy during the winter, and to reduce his flesh has recently been taking little pulls out into the lake in his rubber suit. Tuesday morning at 7 o'clock he left Fullerton avenue for a swim to South Chicago and return, and met with the most thrilling adventure of his life, in which he battled for hours with a great ice floe, was carried many miles out into the lake, stripped of his navigating instruments, and lost for fifteen hours in the cold, bleak waste of drifting ice, hanging clouds and straggling ducks and gulls.

From 7 o'clock in the morning until midnight the captain was without food or drink, and the chill of the icy waters had driven him to the desperate resort of hard work all that time, to keep up a vigorous circulation, so that he would not chill and perish in the lake. At midnight, when he was rescued at the crib, his vitality was almost gone. Stimulants were applied and the daring navigator put to bed. A telephone message was sent to the police that the captain was saved, and by them taken by his little family—a wife and son—who were distracted by his long absence, and supposed he had perished.

## BRUTALITY ON A BRITISH SCHOONER.

A Seaman Jumps Overboard to Escape. Adrift Two Days.

VINEYARD HAVEN, Mass., March 31.—John Silvia, a seaman, who arrived here on Tuesday last, tells a harrowing story of his ill-treatment while serving as a forecastle hand on board the British schooner Express, now on a voyage to the West Indies. The Express left Barcelona early in February, and was blown out to sea by gales. Silvia states that while weakened by dysentery to an extent that he could scarcely get into his bunk he was forced on deck at a rope's end by Capt. Sims, who accused him of shamming, and kept at the pumps. Enfeebled by illness, he twice fell unconscious to the deck, and each time was maltreated by the captain and thrown into the forecastle. Unable to bear his sufferings longer, Silvia jumped overboard. The chill of the water gave him new life, and grasping some drift, he drew himself upon it, and for two days was alone on the storm-swept ocean, when a passing schooner picked him up.

## COLLARED IN CANADA.

The Cashier and President of a North Carolina Bank Arrested.

TORONTO, March 31.—Two men, one apparently in middle life and the other quite young, who have been living in magnificent style at the Albion hotel, with a colored lackey in attendance, were suspected of being the defaulting cashier and president of the State National bank, of Raleigh, N. C., and on the strength of a telegram from the chief of police at Raleigh, charging them with forgery, were arrested late Thursday night in their rooms, and taken to the Central station. When they were questioned they declared they were from New Orleans and not the men wanted.

On being examined \$15,355 was found in the coat of Samuel C. White, the cashier, and \$9,459 in that of Charles E. Cross, the president, secreted inside the lining, making in all the sum of \$24,814, \$600 of which was unsigned currency bills.

## The Latest From Swift Bird's Camp.

PIERRE, Dak., March 31.—The latest advices from Swift Bird's camp state that Miss Cora Belle Fellows, the school teacher, was married to the Sioux Indian, Chaska, on the evening of the 24th by a missionary of the Episcopal church, in the presence of all the Indians and squaws, at the camp, and a few government officials. Miss Fellows will hereafter be known as Mrs. Campbell, which is said to be Chaska's true name. She is very indignant at the newspaper reports of her intended marriage.

SAN FRANCISCO, March 31.—Reports from the Yukon river gold mines state that on Forty Mile creek, a tributary to the Lewis, one party took out \$11,000 worth of gold in eleven days and another party took out \$300 in a day and a half.

## MORE SERIOUS THAN EVER

A SMALL RIOT BETWEEN THE STRIKERS AND THE NEW MEN.

Cars Ditched and the New Men Put to Flight—A Division Boss Beaten—The Arrest of a Striker Results in a Strike on the St. Paul—The Situation.

CHICAGO, March 31.—A small riot occurred Thursday afternoon between striking Burlington switchmen and a new crew, which attempted to switch some cars from the Burlington to the Northwestern tracks. Some striker turned a switch and ditched several cars. The mob of switchmen standing near then attacked the men at work and put them to flight, as well as six Pinkerton men, who were on the train. Division Superintendent John Besler, who was aboard, was severely beaten and finally took refuge in a switch house.

One of the strikers, William Quirk, was arrested and taken to the West Madison street police station. Numerous offers of bail were made. Eight thousand dollars surety for his appearance was offered, but he was locked up.

When the crowd realized that their comrade had to remain in the police station the Milwaukee & St. Paul men, in their rage, decided to strike and immediately deserted their engines. The whole yard force of switchmen, engineers and firemen—237 in all—quit work, leaving twenty-eight engines standing on the track.

The strike of the St. Paul came to an end as quickly as it began. At 8:30 p. m. two officials of the St. Paul company succeeded in having Quirk released on bail. He went at once to where the strikers were in session, and was greeted with enthusiasm. His presence put the men in good humor, and it was speedily resolved that a resumption of work was the proper course to pursue. At 9 p. m. the men were again at their posts, and everything on the St. Paul was moving along smoothly as though nothing untoward had happened.

The St. Paul yard men who started to go to work Thursday night at 10 o'clock had but begun to get their engines started out when a message came to the Western avenue round house that all the men should wait until Assistant General Superintendent Earling had seen them before resuming work. Mr. Earling soon arrived, accompanied by Division Superintendents Collins and Hardigan. Jerry Dougherty, an engineer, acted as spokesman for the men.

Mr. Earling stated the case briefly, as he understood it, and then said: "We have submitted to many acts that we have considered unjust on your part. This afternoon men in your employ deliberately derailed and wrecked a number of cars that are our property. In addition to that, they assaulted and beat Superintendent Besler, of the Burlington road. This is inexcusable. We will consent to overlook this, and you can go to work, but the first work that is done will be to replace those cars upon the track and put them on the track where they belong."

"Never! never!" shouted a score of voices. A hot discussion followed. Dougherty claimed that the men were not responsible for the condition of the cars.

"As an engineer," asked Mr. Earling, "will you volunteer to place that train where it belongs?"

"No, I will do nothing of the kind," said Dougherty. "The Chicago, Milwaukee & St. Paul has attempted this as a feeler, and I hope they are satisfied. We will never consent to handle any cars pulled by a Burlington engine. We regret that these happen to be your cars, but cannot help it."

This ended the conference, the men withdrawing from the room.

The switchmen, engineers and firemen of the Chicago, Milwaukee & St. Paul, who struck Thursday afternoon, assembled at the yards at Western avenue and Kinzie street the next morning, but none of them went to work. The passenger trains were moving, but the freight business was tied up and not a yard engine was moving.

The men stood about in crowds and many sympathizers were with them. There was no effort on the part of the police in the yards to disperse them. They were reticent, and refused to talk of their action or outline their demands, but were unanimous in their determination not to return to work.

The riot of Thursday afternoon, in which several new men were injured, has had its effect on the new switchmen in the employ of the Burlington. Only those whose duties kept them within the yards of the Burlington are at work. When those who are delegated to work with engines along the tracks between different points, were called upon to go out with their engines they refused, saying they did not want to trust themselves on the outside, and that they would not go unless they were provided with arms so that they could defend themselves if set upon by the strikers.

The yardmaster tried to induce them to go out, assuring them that they were in no danger, but the men replied that once was enough for them, and that there was not enough guards on the outside trains to protect them. They stood about the Burlington yards at Western avenue and talked among themselves about the situation, but steadfastly refused to risk themselves on an outside engine.

## Soliciting Aid.

TERRE HAUTE, Ind., March 31.—Vigo lodge, No. 16, Brotherhood of Locomotive Firemen, has authorized a volunteer committee to solicit subscriptions among the railroad men of this city in support of the striking firemen of the Chicago, Burlington & Quincy railroad.

## Getting Restless.

BURLINGTON, Iowa, March 31.—Up to Thursday evening the switchmen at this point had not quit work, and the railroad officials profess to feel confident that there will be no strike here. It is evident, however, that the men are restive.

## An Important Meeting.

PHILADELPHIA, March 31.—The general board of the Knights of Labor will meet here April 7 to take action in the Reading railroad strike and the shoemakers' troubles of Cincinnati. It is said that there are forty cases to be considered similar to that of Cincinnati, in which there is a conflict between National and mixed districts. The meeting will be a very important one.

It is feared that a disruption among the knights may occur. At the meeting of the general assembly at Minneapolis last September certain privileges were granted to trade districts which have not been properly interpreted.

Howard Douglas and Father Mackey, the local arbitrators in the shoemakers' case, have not yet made an arrangement with Mr. Powderly for a conference. It is now generally supposed that Mr. Powderly prefers to let the general board settle the case.

## IN E. L. HARPER'S OLD CELL.

John R. DeCamp, Deserted by His Bondsmen, Languishes in Jail.

CINCINNATI, March 31.—Thursday night John R. DeCamp, the defaulting ex-vice president of the Metropolitan bank, occupied cell No. 66, in the county jail where once languished the great Fidelity bank wrecker, Harper. When Walter H. Tarr and John B. Bohe withdrew from his bond, DeCamp was put to desperate straits to secure new bondsmen.

Finally Capt. Alexander Montgomery, Samuel C. Cox and Judge J. A. Jordan signed his bond. Liberty seemed to be secured for DeCamp until the date of his trial—April 10. But the respite was very brief.

Acting upon the advice of his business partner at Pittsburg and family, Capt. Montgomery determined to withdraw from the bond. This he did late Thursday afternoon. Cox then also withdrew. Then began efforts to secure new bondsmen, which ultimately proved fruitless. Friends appealed to turned the cold shoulder. His attorney's efforts were also without avail, and about 9 o'clock he was taken to the jail and locked up like a common criminal. It was then that the once vice president of the Metropolitan bitterly realized the extent of his degradation.

DeCamp was out of jail in the morning in charge of the United States Deputy Marshal Costello, hunting bondsmen. He was very unsuccessful, however, as all of his business friends and associates who were seen refused to comply with his request. He was at the office of his attorney, Judge Jordan, on Main street, for some hours, but had very few callers.

Fred. S. DeCamp and Mr. D. W. Sowles signed the bond for \$35,000 each and DeCamp was released.

DeCamp asserts that there is a disposition manifested to place the blame entirely upon his shoulders. He says there will be some sensational developments in the course of time.

It is said the true reason has not been divulged why Capt. Alex. Montgomery and others withdrew from the bond, and sensational developments are expected.

## A SINGULAR FIGHT.

Strange Modes of Warfare Resorted to by Opposing Railroad Companies.

PITTSBURG, March 31.—Last Wednesday the Traction company, which is interested in the cable railway enterprises, attempted to construct its lines over Shady lane bridge, about the height of which there was a dispute with the Pennsylvania Railroad company. To prevent the Traction company from completing the work a large force of men were put at work by the Pennsylvania company with orders to tear down the platform of the traction men. Fearing a riot a policeman arrested Yarnell and took him to a police station.

Later on the Pennsylvania stationed three engines under the bridge and drove traction men away with clouds of scalding steam, sparks and smoke. The railway tracks were greased so that the locomotives could not move, although the wheels revolved. Thousands of people gathered to witness this strange sight.

The fight was kept up all Wednesday night, and yesterday morning the traction people attached a hose to a city water plug and turned the stream on the locomotives, with their engineers and firemen, thus holding them at bay while the work of the cable railway was rapidly proceeded with. The traction people had almost completed their work when the water supply suddenly ceased and a Pennsylvania engine rushed under the bridge. At the same instant, the trainmen threw up a rope, lassoed the girders and pulled the entire work of the traction workmen to the ground. The case will be heard in court.

## FOR HIS CHILDREN'S SAKE.

Rather Than See Them Homeless An Ohio Farmer Dies by His Own Hand.

COSHOCTON, O., March 31.—Frederick A. Markley, a well known farmer, who resided about seven miles from this city, took a heavy dose of poison with suicidal intent and died Thursday afternoon. He lived on a farm of 180 acres, which was willed to him by his father and was to be held by him until his death, when the estate would become the property of the five children. Last September Markley's life interest was sold at sheriff's sale to satisfy a judgment obtained by several of his creditors. The farm sold for \$1,400.

Thursday the sheriff visited the place to dispose of Markley and his family. Upon the sheriff's arrival Markley went to the barn and took the deadly poison, and when found, fifteen minutes later, was in the throes of death. By his death his children become owners and possessors of the farm, while the parties who purchased the life interest lose the entire amount of the purchase price. Markley was about fifty years of age, and for several years had been very dissipated.

## Severed His Jugular.

TERRE HAUTE, Ind., March 31.—Thursday morning, at 9:30 James R. Robinson, a miner employed in the Coal Bluff Mining company's mines at Fontaret, this county, attempted suicide in a sensational manner. He went to the depot station with a razor in his pocket, and a few minutes before the train bound for Terre Haute came into the station he pulled it out and cut his throat. A cry of horror sprang from those persons on the platform who saw the man's fearful act, while others were attracted to him only when he fell to the platform floor with the blood spurting out of his wound. He is thirty-five years of age and unmarried. He had been on a spree for several weeks. The jugular vein was severed, and he cannot live.